TRAWING FIVE
RWOP 3710.8S Changes Summary

TRAWING FIVE

RWOP 3710.8S Change Summary

veats’ up front:

There is no interim change to the “new
VOP. So that can be lined out.

Anywhere T-34 was mentioned, is now
6.

The new Choctaw frequency is 259.25.

Some change bars are too long or not
eeded at all.

Some minor word changes are not
ted in this presentation.

TRAWING FIVE

RWOP 3710.8S Change Summary

1.8 CREW DAY AND CREW REST

c. SNA solos may exceed the 10 hour crew day with Squadron CO approval.

TRAWING FIVE

RWOP 3710.8S Change Summary

10 NEWLY DESIGNATED INSTRUCTOR PIL
P) RESTRICTIONS

Newly designated IPs shall not be scheduled for night flights and
ll not conduct in-flight instruction at night until the completion
16 syllabus flights. Flight after sunset is permitted so long as
truction is complete prior to sunset. New IPs should limit flights
er sunset to the maximum extent practicable. Returning IPs may be
eduled for night flights prior to the completion of 16 syllabus
hts at the discretion of their squadron CO.

TRAWING FIVE

RWOP 3710.8S Change Summary

2.8 CONVECTIVE SIGMET GUIDANCE

2. TH-57 aircraft may launch, continue to operate, and enter WST boundaries) within areas that a qualified forecaster has designated as “not progressing as forecast” (ie. NFWB or NASWF weather office depiction of current WST and annotated with “hatched out areas are no progressing as forecast”) but shall remain VMC. TH-57 aircraft may also operate within any areas of a WST with approval from the squadron Commanding Officer, Executive Officer, or Operations Officer, but shall remain VMC. For HITU aircraft, approval may be granted by the HITU OIC or designated representative.

TRAWING FIVE

RWOP 3710.8S Change Summary

2.8 CONVECTIVE SIGMET GUIDANCE

4. TH-57 aircraft shall not be operated at night within WST boundaries except within areas designated as “not progressing as forecast.”

5. In the event that a WST forms around TH-57 aircraft that were already operating prior to the WST, crews shall make a reasonable attempt to satisfy the conditions outlined in paragraphs 2.8.2 and 2.8.4 above. Without positive confirmation that those conditions are satisfied, crews are expected to cease training and exercise sound, conservative judgment in their decision to divert to an OLF, divert to another suitable airport, or return to South Whiting.

TRAWING FIVE

RWOP 3710.8S Change Summary

.2 MINIMUM CLEARANCE BETWEEN AIRC
PERATING AT A FIELD OR ON COURSE RU

Overflight of a helicopter that is on the ground, in a hover, or
a hover taxi shall be conducted at or above 200 feet AGL.
erflight of a helicopter that is in forward flight at an OLF is
ohibited. Overflight of a helicopter that is on course rules should
generally avoided, although it is not prohibited. In any case
craft shall maintain a minimum of 200 feet of vertical separation.

TRAWING FIVE

RWOP 3710.8S Change Summary

PERATIONS WITH AIRCRAFT DOORS REM

risk mitigation steps and procedures for the inadvertent release of rear seat belts during tactics flights with the
ved will be implemented for all tactics flights in which an aircrewman is embarked:
not exceed 30° angle of bank while maintaining balanced flight. If necessary to exceed 30° angle of bank, the pilot
shall notify the aircrewman.
seatbelt release" shall be included in the ORM brief for Tactics 'B' flights. Additionally, this is an item that all
ll brief to the students when they conduct their CAL/Pinnacle/External discussions with the SNAs.
ill not be flown in the rear of the aircraft during the execution of tactical training flights with the doors removed.
be transported to and from the site where Tactics events will take place. Aircrewmen are not considered passengers.
n shall maintain two positive points of contact inside the aircraft when leaning out of the rear doors, i.e. have
chored around the vertical control column with their left hand holding on to the vertical bar in which the front pilot
nted to.
n shall inform the IP any time there is an inadvertent release of their seatbelt. The IP shall then ensure that this is
that flight's ASAP report and notify Squadron Safety for possible HAZREP generation.

TRAWING FIVE

RWOP 3710.8S Change Summary

UTOROTATIONS AND SIMULATED EMERGE

ents desiring to wave-off a practice autorotation shall
e "wave off." At the IP’s discretion, students may execute a
f waveoff in accordance with the FTI when operating at an O
e, the IP shall take the controls and execute the wave off.

TRAWING FIVE

RWOP 3710.8S Change Summary

NIGHT OPERATIONS

be considered night current, the PIC shall comply with Nigh
tact requirements of COMTRAWINGFIVEINST 3740.5 series.

TRAWING FIVE

RWOP 3710.8S Change Summary

10.1 Conduct Criteria

All NVD navigation routes shall remain within the local flying
at or above 500 feet AGL.

TRAWING FIVE

RWOP 3710.8S Change Summary

fety of Flight/NVD Emergencies

lfunctions:

alfunction affects the PAC, conduct a positive
to the PNAC stating, "I have a goggle failure,
ls," while shifting to an instrument scan.

AC has a goggle failure on takeoff, he shall sta
ggle failure, you have the controls (simultane
ument scan and transitioning to an ITO profile
AC has a goggle failure on final, he shall state,
ggle failure, you have the controls (simultane
ument scan and initiating a wave-off)."

TRAWING FIVE

RWOP 3710.8S Change Summary

GENERAL

ximum crew day for solos is 10 hours. SNA solo crew day
ences when the SNA arrives for his/her first event (i.e., fligh
brief, etc.), including briefing and flight planning. SNAs
have 1 hour between the conclusion and debrief of the C439
ief for the solo sortie (C4401). SNA solos may exceed the 10
rew day with Squadron CO approval.

TRAWING FIVE

RWOP 3710.8S Change Summary

WEATHER SERVICES

ather briefs can be obtained from Fleet Weather Center Aviat
onent Whiting Field by utilizing the Naval Flight Weather Brie
at https://fwb.metoc.navy.mil/. Forecasters are on duty duri
ours, and can be contacted by calling 1-800-295-7824. DD-1
gs outside of open field hours should still be requested via
nline, but they will be provided from FLEWEACEN Norfolk, VA

TRAWING FIVE

RWOP 3710.8S Change Summary

WEATHER SERVICES

ght Weather Briefer services are also available from Norfolk,
nercial (757) 444-2594 or 1-888-PILOTWX. If FWB services ar
able, any OPNAV 3710.7 series approved weather briefing m
ituted.

TRAWING FIVE

RWOP 3710.8S Change Summary

WEATHER SERVICES

e “ON TOP” Canned Route Weather Brief may be used for fili
ore-filed and DD-175 IFR flight plans to the airports listed on
ief. This brief is prepared by FLEWEACEN Norfolk and the
ng Field Forecast Duty Officer. The first brief of the day
d be ready a minimum of two and a half hours prior to field
ng. “ON TOP” briefs cannot be updated or extended via the
ephone due to the extent of the brief. PICs retain the preroga
uest a full weather briefing when filing using a DD-175.

TRAWING FIVE

RWOP 3710.8S Change Summary

NASWF OPERATIONS DUTY OFFICER (OD

e NASWF ODO’s office is located on the second deck of the
ng Field Hangar, Building 1424. The NASWF ODO is available
UHF frequency 233.7, callsign “Base OPS.”

TRAWING FIVE

RWOP 3710.8S Change Summary

.2 General Surface Operating Procedure

nimum clearance between taxiing aircraft is 100 feet, unless
r the guidance of a taxi director or taxiing as a formation. If
le to maintain 100 ft, the pilot in command is to use best
ment (based on other traffic, ground obstacles, rotor wash ef
er available, etc.) to safely perform ground operations.

TRAWING FIVE

RWOP 3710.8S Change Summary

1 General

the flight line, initial takeoff and hover taxi shall be done
the direction of a plane captain until established on a taxiwa
o takeoff and with the engine running, the plane captain sha
ct a visual inspection of the engine and transmission
artments to check for leaks, FOD, and other hazards/discrepa
ng all panels and cowlings are secure before takeoff.

TRAWING FIVE

RWOP 3710.8S Change Summary

3 Radio Communications for VFR Flight

e radio call to South Ground shall be made as follows:
all sign, (i.e., “Navy 8E123”).
he phrase: “taxi with clearance.”
urrent location on the airport. (i.e., “from Golf Four”).
he alphabetic code of the ATIS broadcast received.
“with information Alfa”).

TRAWING FIVE

RWOP 3710.8S Change Summary

adio Communications for Pre-filed or IFR Fligh

lio call to South Ground shall be made as follows:

gn. (i.e., “Navy 8E123”).

hrase: “taxi with clearance.”

t location on the airport. (i.e., “from Golf Four”).

phabetic code of the ATIS broadcast received.

information Alfa”).

TRAWING FIVE

RWOP 3710.8S Change Summary

INBOUND PROCEDURES

er landing and prior to engine shutdown, the plane captain
onduct a visual inspection of the engine and transmission
artments to check for leaks, FOD, and other hazards/discrepa

TRAWING FIVE

RWOP 3710.8S Change Summary

CREW CHANGE AREA

crew change parking spots can be utilized day or night exce
mediately adjacent an active fuel pit. Aircraft shall not
e the grass area for hot-seating. The telephone and fax num
e Crew Change Shack (Building 3054) is 850-665-6630.
° degree entries are prohibited. During the day, with sustain
sting winds exceeding 15 knots, sliding entries are authorize
eclude the potential loss of T/R effectiveness. Sliding at nigh
hibited (aided or unaided operations).
hen conducting crew changes between sorties in the crew ch
aircraft commanders shall conduct a visual inspection of the
ne and transmission compartments to check for leaks, FOD, a
hazards/discrepancies, ensuring all panels and cowlings are
re before takeoff..

TRAWING FIVE

RWOP 3710.8S Change Summary

MULATED EMERGENCIES ON COURSE RUL

hen waving off a simulated emergency to a field, a di

n a course rules channel is generally preferable as it predictable and orderly traffic flow. However, winds and se to the selected field may dictate a waveoff path that osses underneath the course rules channel. In such a aircraft that is waving off shall give due consideration to ablished in the course rules channel; it may be necessary craft waving off to delay its climb to ensure sufficient n is maintained.

mulated emergencies on course rules are prohibited w

below 1200'AGL as VFR cloud clearances cannot be maintain rating at proper course rules altitude around practice y fields (700'AGL in the Channel, Tree Field, Hwy 191, and ge Field).

TRAWING FIVE

RWOP 3710.8S Change Summary

1 Departures

aircraft departing South Whiting Field shall remain south of
ey Rd. at all times. No turns shall be made until past the
rture end of the duty runway and at or above 200 feet AGL u
wise cleared by Tower. During the day, all aircraft shall rema
of the Maintenance Pattern.

TRAWING FIVE

RWOP 3710.8S Change Summary

Departures

When Runway 32 is in use at North Whiting Field, fixe

may extend the base leg of their traffic pattern south of
Road and close to the extended centerline of South Whiting
5/23. Helicopter traffic departing Runway 5 or arriving Runw
be vigilant for this fixed-wing traffic.

TRAWING FIVE

RWOP 3710.8S Change Summary

2.1 WHISKEY Arrival to South Whiting Fi

Point WHISKEY (the intersection of HWY 90 and Avalon Blvd),
, “Point Whiskey” with the current ATIS information code to
Whiting Tower and remain directly over HWY 90 and follow i
HUGHES (the intersection of HWY 90 and HWY 89). Maintain
ISL and 100kts.

TRAWING FIVE

RWOP 3710.8S Change Summary

.2.4 VERTOL Arrival to South Whiting Fie

E: Peter Prince (Milton) Airport is approximately two

west of Point VERTOL. A high volume of general aviation tra

Peter Prince Airport and transits along HWY 90 and I-10.

proaching Point VERTOL (the intersection of HWY 87 and I-1

est, "South Tower, (callsign), accepting VERTOL? With negati

mation." Maintain 700 feet MSL and 100kts. Turn right to foll

87 to the power lines and proceed direct to Point BELL (the

section of the power lines and the Blackwater River just nort

rison complex).

TRAWING FIVE

RWOP 3710.8S Change Summary

.2.3 ECHO Arrival to South Whiting Field

Point ECHO (the intersection of I-10 and HWY 89, the first
pass east of the Blackwater River) report, “Point Echo” with
ent ATIS code. Turn to approximately 300 direct to Point HUG
intersection of HWY 89 and HWY 90). Maintain 900 feet MSL
kts.

TRAWING FIVE

RWOP 3710.8S Change Summary

..2.5 JUNIPER Arrival to South Whiting Fi

returning from Harold/Deaton Bridge, maintain 700 feet MSL
kts. If returning from the Eastern Area then descend to 700 f
e inside Point Juniper.

TRAWING FIVE

RWOP 3710.8S Change Summary

South Whiting Field Pattern Entry

When Runway 32 is in use at North Whiting Field, fixe

may extend the base leg of their traffic pattern south of
Road and close to the extended centerline of South Whiting
5/23. Helicopter traffic departing Runway 5 or arriving Run
t be vigilant for this fixed-wing traffic.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.1.7 Communications

1. Radio communications on the NOLF frequency shall be kept to the minimum required for safe and efficient flight. Crash shall respond to those radio calls that are addressed to them. **EXAMPLE: “Spencer Crash…” The AODO shall respond to all calls directed to the NOLF name. EXAMPLE: “Spencer…” The only calls to the NOLF are “inbound,”** “splitting,” “departing,” and interrogatives. **EXAMPLE: “Site 8, say** winds.” All other calls shall be made to Traffic. **EXAMPLE: “Spencer** traffic, Eightball 124, resplitting for the left.”

NOTE: Calls to “traffic” should be clear, concise, and brief. To *minimize radio traffic, pilots may abbreviate their full callsign and/or the OLF name from traffic calls.* ***EXAMPLE: “Traffic, 124,*** *waveoff, spot 1, right side.”*

NOTE: Radio communications should serve as an aid to situational *awareness but in no way do they alleviate responsibility for “see and avoid.” Pilots shall maintain a vigilant external scan particularly emergency procedures practice areas such as “The Channel” or “Tree Field.”*

NOTE: Instructors should ensure that OLF AODOs properly discharge *their duties. This may require additional radio calls to clarify situations. Such calls shall be professional and as* ***brief as possible*** *so as to not disrupt other communications at the OLF.*

TRAWING FIVE

RWOP 3710.8S Change Summary

7.1.7 Communications

2. Situations that require a radio transmission are:

a. Prior to executing emergency procedures at fields en route to an NOLF or transiting a designated emergency practice area, a radio call on the NOLF frequency is required. Ex: at Point Bend, call ”Pace, Eightball 123, working Tree Field/North of Tree Field.” Or at Point Pond, call “Spencer, FactoryHand 123, working the channel/North of the channel/transiting the channel.” The AODO at the NOLF shall annotate side number and time of traffic call in the

TRAWING FIVE

RWOP 3710.8S Change Summary

7.1.7 Communications

5. Tactical operations

a. Prior to conducting any tactical operations, the aircraft involved shall announce the type of operations, location, and duration of operations to traffic. **EXAMPLE: “Harold traffic, Factoryhand 122** will be conducting TLAs in the southwest corner for the next twenty minutes.” When complete, the aircraft shall announce “complete” to traffic. **EXAMPLE: “Harold traffic, Factoryhand 122 is complete with** TLAs in the southwest corner.”

TRAWING FIVE

RWOP 3710.8S Change Summary

7.2.3 Closed Field Operations (Choctaw)

2. Aircraft shall enter the pattern using the normal entry procedures
and split the field over No-Man’s Land as depicted in figure 7.2-2.
The OLF frequency for the AODO is 259.25. The departure corner for
NVD Closed Field operations is the Northeast corner.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.2.4.1 Course Rules from Whiting Field (Choctaw)

4. Upon reaching Point ECHO, call clear with Santa Rosa AODO. Change
the UHF to manual 259.25 for Choctaw Tower (AODO for NVD Ops), and
report “Five miles to the north, inbound.” Complete the landing checklist, remaining at 900 feet MSL, and proceed as depicted in
figure 7.2-3.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.4.3 Field Layout and Operations (Pace)

6. In all "Lanes," aircraft shall:

a. Transition to forward flight only from the downwind half of the field. If forward motion terminates in the upwind half, the aircraft must back-taxi to the downwind half in order to transition.

When winds exceed NATOPS limits, upwind departures are authorized providing the aircraft is clear and radio coordination is made as

TRAWING FIVE

RWOP 3710.8S Change Summary

7.4.4.1 Course Rules from South Whiting Field (Pace)

2. Follow the unimproved road to Point Bend, which is the first bend
in the unimproved road, and is just north of the road intersection.
At Point Bend, report “working Tree Field” or “working North of Tree
Field” to the Pace AODO if intending to practice emergencies.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.5.2 Day Operations (Santa Rosa)

5a. Normal, steep approaches, and sliding landings are performed
in this area. Quick stops from a hover may be performed in this area.

5e. Trees near the normal spots on courses 360 and 180 may make it
difficult to achieve normal takeoff airspeed/altitude checkpoints.
Adjust the takeoff accordingly.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.5.2 Day Operations (Santa Rosa)

NOTE: *Simulated engine failures while splitting shall be taken to a safe portion of the tactics lane in use. Aircraft shall make the normal splitting call, with the IP adding "With a simulated." Restrictions in section 3.5 apply and full autorotations are not authorized.*

Simulated engine failures while splitting Santa Rosa may be taken to a power recovery autorotation or to a waveoff at the IP's discretion. If forward motion terminates, the aircraft is

TRAWING FIVE

RWOP 3710.8S Change Summary

7.6.1 General (Site 8)

3. CALs, pinnacle approaches, and external load operations have
priority at NOLF Site 8. When confined area, external load, or
pinnacle operations are being conducted, that side is limited to two
(2) aircraft, and both aircraft must be conducting those operations.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.6.3.1 General (Site 8)

11. The pinnacle is located in the southwestern corner of the field.
The pinnacle pattern is contained on the west side for courses 360 and
180 and the south side for courses 090 and 270.

12. The external load operations pattern is contained on the west
side for courses 360 and 180 and the south side for courses 090 and
270. For courses 360 and 180, the external load pic and drop is to
the gravel square west of and adjacent to the windsock in the center

TRAWING FIVE

RWOP 3710.8S Change Summary

7.7.3.1 General (Spencer)

6a. Transition to forward flight only from the downwind half of
the field. If forward motion terminated in the upwind half, the
aircraft shall back-taxi to the downwind half in order to transition.
When winds exceed NATOPS limits, upwind departures are authorized
providing the aircraft is clear and radio coordination is made as
required.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.7.4.1 Course Rules from South Whiting Field (Spencer)

1. From Point POND, turn to the approximate heading of 250 direct to
the Pond Creek Bridge (the HWY 191 bridge over Pond Creek). At Point
Pond report “working the channel” or “transiting the channel” as
applicable to the Spencer AODO.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.7.5.2 North Departures for Dual Instruction (Spencer)

1.a.(2) For Contact work to the north: at Pond Creek Bridge, turn
to 360 and maintain 1100 feet MSL until north of Tree Field to avoid
NOLF Pace course rules. Monitor NOLF Pace frequency north of Tree
Field and announce approximate position and intentions to Pace AODO
and other Tree Field aircraft. Once north of Tree Field, aircraft may
work from 700 – 1200 feet MSL.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.8.2 Field Operations (Duke)

11. Mixed TH-57/ T-6 operations are authorized at Duke Field. The
number of aircraft will normally be restricted to 5 when one or more is a T-6. Helicopters must be at least 6000 feet down the runway or turning crosswind prior to a T-6 crossing the landing threshold.

TRAWING FIVE

RWOP 3710.8S Change Summary

7.8.3.1 Course Rules from South Whiting Field (Duke)

1. From Point FISH, fly heading 130 toward HWY 90. During the day,
maintain 900 feet MSL, 100 KIAS, and follow the Blackwater River to
Deaton Bridge. At night, climb to 1300 feet MSL, 100 KIAS, and
proceed east.

WARNING: C-130s routinely fly IR 057/059 "<u>Son Tay Line</u>" (a line from
Bear Lake to Eglin Air force Auxiliary Field 6) at or below 1000 feet
AGL. This route crosses HWY 90 approximately 1 NM East

TRAWING FIVE

RWOP 3710.8S Change Summary

8.1 GENERAL (Operating Areas)

3b. Area Fox (known previously as 2F) – West to Brewton and
Evergreen, surface to 10,000 feet, allocated for T-6 formation
operations and TW-6 navigation training.

TRAWING FIVE

RWOP 3710.8S Change Summary

8.1 GENERAL (Operating Areas)

3b. Area Fox (known previously as 2F) – West to Brewton and
Evergreen, surface to 10,000 feet, allocated for T-6 formation
operations and TW-6 navigation training.

TRAWING FIVE

RWOP 3710.8S Change Summary

8.3.2.1 Triangle Factory Entry (West)

1. From Point POND, turn to the approximate heading of 250 direct to the Pond Creek Bridge (the HWY 191 bridge over Pond Creek). At Point Pond report “transiting the channel” to the Spencer AODO.
2. At the Pond Creek Bridge, climb to 1100 feet MSL and turn to an approximate heading of 260 to intercept HWY 184. Report “clear to the west” to the Spencer AODO.

TRAWING FIVE

RWOP 3710.8S Change Summary

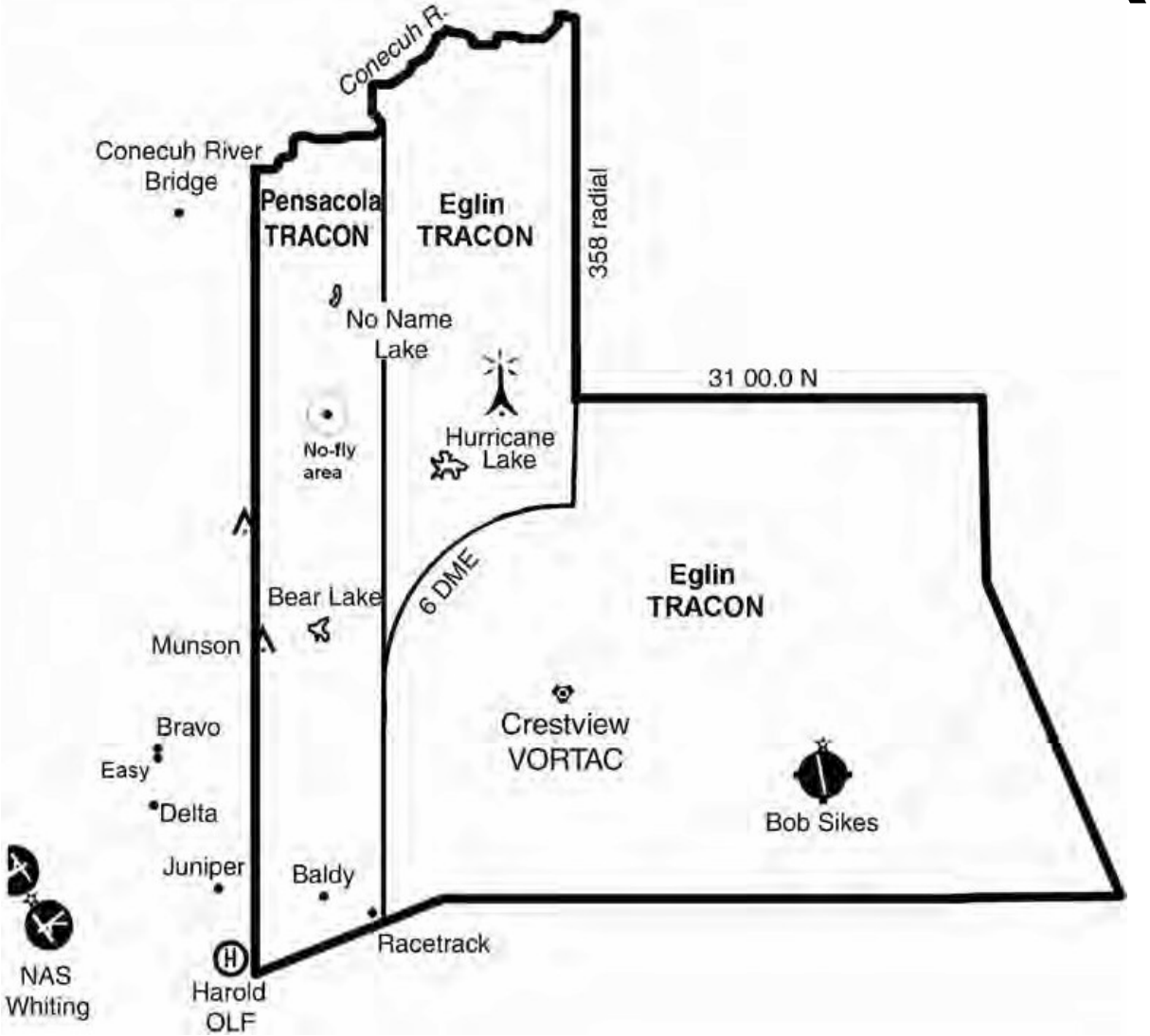
8.3.2.2 Chumuckla Springs Entry (West)

2. Follow the unimproved road to Point BEND, which is the first bend
in the unimproved road, and is just north of the road intersection.
Report “transiting Tree Field” to the Pace AODO.
3. Continue along the unimproved road until abeam Tree Field, then
proceed approximately 340 degrees direct to Chumuckla Springs. Report
“clear of Tree Field” to the Pace AODO.

TRAWING FIVE

RWOP 3710.8S Change Summary

8.4 EASTERN OPERATING AREA



TRAWING FIVE

RWOP 3710.8S Change Summary

8.4.2 General (East)

CAUTION: Avoid TW-5 T-6 traffic following course rules southbound

along HWY 191 at 2200 feet just north of Munson near Point "EASY." A

high volume of T-6 traffic may be present when North Whiting Field is

landing RWY 23.

NOTE: Avoid the noise abatement area centered around N 30°58.71 W 86°

50.78, NSE 032°/17.6, CEW 314°/12.6) (approximately two miles south

of "No Name Lake" and approximately one mile south of "Checkerboard

Field" by a minimum of 1nm.

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RWOP 3710.8S Change Summary

9.1.4 Procedures (Instrument)

NOTE: Pensacola TRACON (Lakes Monitor) will deconflict participating

TH-57s with other aircraft west of Hurricane Lake. TH-57s will use
UHF 389.1 (Eastern Common) to deconflict internally. Pensacola TRACON
is not authorized to deconflict aircraft from approximately Hurricane
Lake and farther east. That airspace belongs to Eglin TRACON.
Additionally, aircraft working north of “No Name Lake” may experience
intermittent radar and voice contact with Pensacola

TRAWING FIVE

RWOP 3710.8S Change Summary

9.3 INSTRUMENT ARRIVAL PROCEDURES

NOTE: Practice PAR Runway 23 approaches are not authorized when North *Whiting Field VFR recoveries from Point Easy and/or South Whiting Field VFR recoveries from Point Juniper are in use.*

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RWOP 3710.8S Change Summary

10.6 CRASH PROCEDURES AND SIGNALS

NOTE: *Past experience has proven that significant logistics and communication difficulties can occur at off-airport crash sites, especially ground vehicle access, personnel access, radio reception, and cell phone reception.*

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.1 General (KNPA)

NOTE: The NPA fixed-wing traffic pattern altitude is 800’MSL with the
break and inbound to the break at 1500’. NPA traffic pattern
procedures mandate VFR helicopter traffic at or below 300’MSL in order
to maintain 500’ vertical separation to minimize traffic conflicts.
NOTE: Preventive Control differs from other airport traffic control
in that repetitious, routine approval of pilot action is eliminated.

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.1 General (KNPA)

NOTE: Representatives from NAS Pensacola ATC, working with TW-5
personnel, have repeatedly emphasized the importance of helicopter
pattern altitude 300’ or below and the importance of coordinating with
Sherman Tower prior to crossing any runway centerline. These two
points more than any of the other NAS Pensacola-specific procedures
are in place to facilitate safe helicopter traffic flow.
NOTE: Traffic volume at NAS Pensacola is typically greatest during
the afternoon between approximately 1200-1600L. TW-5

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.1 General (KNPA)

6. Launch and recovery will normally be to one of the runways (not necessarily the duty runway) or one of the designated helicopter pads located near Base Operations.

7. Pilots desiring pattern work shall normally request and expect to be approved for “Preventive Control” at or below 300 feet by Sherman Tower. Pilots desiring practice autorotations shall state altitude request and report when complete with autorotation.

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RWOP 3710.8S Change Summary

11.4.1 General (KNPA)

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.2.1 Arrival (KNPA)

1. From the east, contact Sherman Tower and request "Pickens Gate Arrival" (NPA 104/7DME). When cleared, proceed westbound from Fort
Pickens on the bay side of Santa Rosa Island and then north to the airfield.
2. From the west, contact Sherman Tower and request "Johnson Beach
Arrival" (NPA 231/6DME, abeam the Johnson Beach pavilion, underneath
fixed-wing course rules "Point X-ray"). When cleared, proceed east from Johnson Beach to the fuel pier (along the Intracoastal Waterway and approximately 1nm southwest of the runways), then direct to the airfield.
3. From the northeast, contact Sherman Tower with your position. When cleared, proceed southbound but remain north of the parallel runways and their extended centerlines until instructed by Tower.
4. Expect to be cleared for "preventive control" on a section of

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.2.2 Departure (KNPA)

1. Departure procedures are generally the reverse of arrival
procedures.
2. When departing from preventive control, expect to report the total
number of operations to Sherman Tower.

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.3.1 General (SVFR at KNPA)

1. Helicopters desiring SVFR operations in the Class C Surface Area
shall remain at or below 500 feet AGL within the Class C Airspace.
Only one aircraft may operate SVFR within the NAS Pensacola Class C
Airspace.
NOTE: Multiple SVFR aircraft are permitted to operate within Whiting
Class C Airspace only due to a letter of agreement with Pensacola
TRACON. This agreement does not include NAS Pensacola Airspace. Be

TRAWING FIVE

RWOP 3710.8S Change Summary

11.4.3.2 Arrivals (SVFR at KNPA)

1. Contact Pensacola Approach and request Special VFR entry. Remain
at or below 500’AGL and clear of clouds. VFR course rules ground checkpoints and routing may be used to ease navigation, although this
is not a Sherman Tower or NAS Pensacola ATC requirement.

TRAWING FIVE

RWOP 3710.8S Change Summary

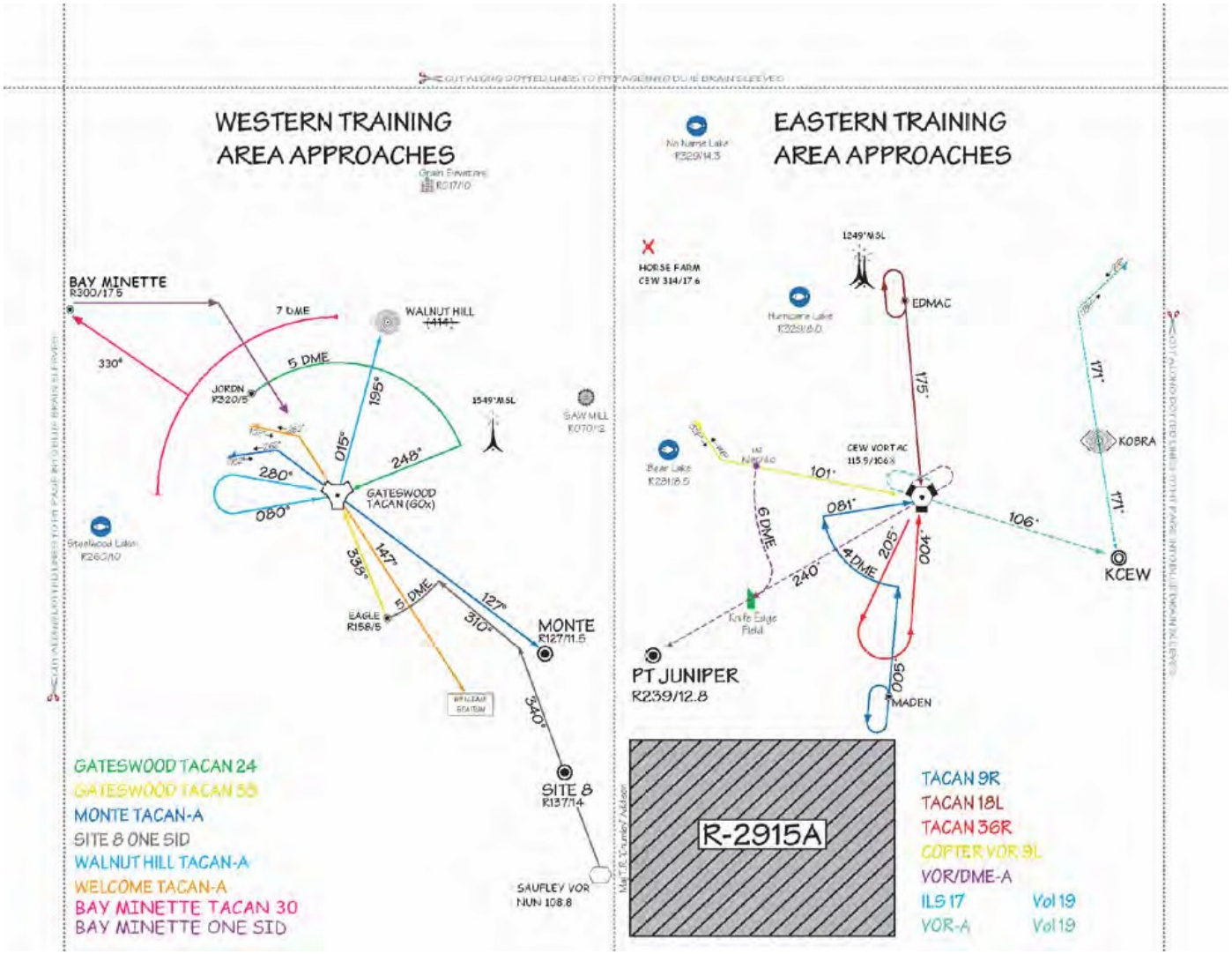
11.4.3.3 Departures (SVFR at KNPA)

1. Request Special VFR departure from Sherman Tower or Sherman
Ground as applicable. Remain at or below 500’AGL and clear of clouds.
VFR course rules ground checkpoints and routing may be used, although
this is not a NAS Pensacola ATC requirement.

TRAWING FIVE

RWOP 3710.8S Change Summary

4. EASTERN/WESTERN STUDENT APPROACH



TRAWING FIVE

RWOP 3710.8S Change Summary

Appendix A 8. CONTACT “B” STAGE NATOPS BRIEFING GUIDE

10. Required publications are the NATOPS Pocket Checklist (PCL), New
Orleans VFR Sectional, TW-5 On-Scene Commander Checklist, PEL
checklist, ORM Briefing Guide, VOL 19 Approach Plate, and VOL L-21/22
IFR Low Level Chart.